FEDERAL AVIATION ADMINISTRATION

AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2000-05

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Airworthiness Programs Branch, AFS-610
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; + - See AD for additional information.

Biweekly 2000-01

99-27-01		Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219
99-27-03		Fokker	F27 Mark 050 Series
99-27-04		Rolls-Royce	Engine: Dart 506, 510, 511, 514, 525, 526, 529, 530, +
99-27-05		Boeing	767-200, -300, and -300F Series
99-27-06		Boeing	757-200, -200PF, and -200CB Series
99-27-07	S 98-25-53	Airbus	A300 B4-600R and A300 F4-600R Series
99-27-08		SAAB	SAAB SF340A and SAAB 340B Series
99-27-09		Airbus	A300 B4-203 Series
99-27-10		Airbus	A310 and A300-600 Series
99-27-11		British Aerospace	BAC 1-11 200 and 400 Series
99-27-13		Fokker	F27 Mark 050 Series
99-27-14	S 99-01-15	Airbus	A340-211, -212-, -213, -311, -312, and -313 Series
99-27-15		General Electric	Engine: GE90-76B, -77B, -85B, -90B, and -92B
99-27-16		CFE	Engine: CFE738-1-1B
2000-01-51	E	Bombardier	CL-600-2B16 (CL-604)

Biweekly 2000-02

98-19-15 R1	R 98-19-15	Fairchild	SA226-T, SA226-T(B), SA226-AT, SA226-TC +
99-26-21		Boeing	737-300, -400, -500, -600, -700, and -800 Series
2000-01-01		Airbus	A300 B2-1A, B2-1C, B2-203, B2K-3C, B4-103, B4-2C +
2000-01-02		Raytheon	BAe.125 Series 1000A and 1000B and Hawker 1000 Series
2000-01-03		SAAB	SAAB 2000 Series
2000-01-04		SAAB	SAAB 2000 Series
2000-01-07		Bombardier	DHC-8-100, -200, and -300 Series
2000-01-08		British Aerospace	ATP
2000-01-09		General Electric	Engine: CJ610 Series and CF700 Series
2000-01-12	S 97-14-11	Bombardier	CL-600-2B19 (Regional Jet Series 100) Series
2000-01-13	S 99-08-12	Pratt & Whitney	Engine: JT9D-7, -7A, -7H, -7AH, -7F, -7J, -20, -20J +
2000-01-14		Boeing	777 Series
2000-01-15		Fokker	F27 Mark 050 Series
2000-01-17		McDonnell Douglas	MD-90 Series
2000-01-18		McDonnell Douglas	DC-8 Series
2000-01-51		Bombardier	CL-604 variant of Canadair Model CL-600-2B16 Series
2000-02-01		McDonnell Douglas	DC-8 Series
2000-02-02		Short Brothers	SD3-60 SHERPA, SD3-SHERPA Series and SD3-30 Series
2000-02-03		Boeing	737-300, -400, and -500 Series
2000-02-04		Airbus	A300 Series, A300-600, and A310 Series
2000-02-13		Bombardier	DHC-8-100, -200, and -300 Series

Biweekly 2000-03

99-26-03	COR	McDonnell Douglas	MD-11 Series
2000-02-05	S 98-24-01	British Aerospace	Jetstream 4101
2000-02-06		Bombardier	DHC-8-100, -200, and -300 Series
2000-02-07		Bombardier	DHC-7-100 Series
2000-02-08		Dornier	328-100 Series
2000-02-10		Boeing	747 Series
2000-02-11		Boeing	777-200 Series
2000-02-15		Raytheon	65-90, 65-A90, B90, and C90
2000-02-17		Rolls-Royce	Engine: RB211 Trent 768-60, 772-60, and 772B-60 Series
2000-02-18	S 97-09-14	Boeing	737-100, -200, -300, -400, and -500 Series
2000-02-19	S 90-02-16	Boeing	727 Series
2000-02-20	S 95-13-12 R1	Boeing	767 Series

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2000-02-21		British Aerospace	Jetstream 4101
2000-02-22		Boeing	747-400 Series
2000-02-23		McDonnell Douglas	DC-9-10, -20, -30, -40, and -50 Series and DC-9-81, +
2000-02-24		Airbus	A300, A310, and A300-600 Series
2000-02-33		Boeing	747-400 Series
2000-02-34		Bombardier	CL-600-2B19 (Regional Jet Series 100) Series
2000-02-35		Raytheon	DH.125, HS.125, BH.125 Series 1A, 1B, 3A, 400A, +
2000-02-36	S 98-20-10	Airbus	A319, A320, and A321 Series
2000-02-37		Boeing	747 Series
2000-02-38	S 91-20-07	Airbus	A300, A300-600, and A310 Series
2000-03-01		Boeing	747-100 and -200 Series
2000-03-02		General Electric	Engine: GE90-90B, -85B, and -76B Series
2000-03-03		General Electric	Engine: CF34-3A1 and -3B1 Series

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99-23-26 R1		General Electric	Engine: CF34-1A, CF34-3A, -3A1, -3A2, and CF34-3B +
2000-02-27		Empresa	EMB-110P1 and EMB-110P2
2000-02-39		Airbus	A300 Series
2000-03-04		General Electric	Engine: CF6-80C2 Series turbofan
2000-03-05		Boeing	737-200 Series
2000-03-07		Rolls-Royce	Engine: RB211-524H-36 Series turbofan
2000-03-08		McDonnell Douglas	MD-90-30
2000-03-10		McDonnell Douglas	MD-11 Series
2000-03-11		McDonnell Douglas	MD-11 Series
2000-03-12		McDonnell Douglas	MD-11 Series
2000-03-13		McDonnell Douglas	MD-11 Series
2000-03-14		McDonnell Douglas	MD-11 Series
2000-03-15		McDonnell Douglas	MD-11 and MD-11F Series
2000-03-16		McDonnell Douglas	MD-11 Series
2000-03-17	S 97-23-01 +	Fairchild	SA226 and SA227 Series
2000-03-20		Airbus	A300-600
2000-03-21		Boeing	767
2000-03-22		Boeing	747-100, -200, and 747SP Series
2000-04-02		Boeing	737-100, -200, -300, -400, and -500 Series
2000-04-03		McDonnell Douglas	DC-3 and DC-4 Series
2000-04-04		Fokker	F.28 Mark 0070 and 0100 Series
2000-04-05		Israel	Astra SPX Series
2000-04-06		Airbus	A319, A320, and A321 Series
2000-04-07		British Aerospace	ATP
2000-04-08		Boeing	737-200C Series
2000-04-09		Empresa	EMB-315 and EMB-145 Series
2000-04-10		Hoffmann	Propeller: HO27( ) and HO4/27 Series
2000-04-11		Airbus	A319, A320, and A321 Series

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98-21-21	R1	Bob Fields Aerocessories	Appliance: Electric inflatable door seals
2000-03-09		Cessna	560 Series
2000-03-51		McDonnell Douglas	DC-9, MD-90-30, 717-200, and MD-88
2000-04-12		Cameron	Appliance: Titanium Propane Cylinders
2000-04-13		Aerospatiale	ATR72 Series
2000-04-14		General Electric	Engine: CF6-80C2 A1/A2/A3/A5/A8/A5F/B1/B2/B4/B6 +
2000-04-17		Boeing	747-100, -200, and -300 Series
2000-04-18		Boeing	757 Series
2000-04-19		Dassault	Mystere-Falcon 50 Series

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2000-04-22	Rolls-Royce	Engine: RB211-524G2-T-19, RB211-524G3-T-19, +
2000-04-23	Dornier	328-100 Series and 328-300 Series
2000-05-09	Boeing	757-200, -200PF, and –200CB Series
2000-05-10	General Electric	Engine: GE90-85B Series turbofan

BOB FIELDS AEROCESSORIES
AIRWORTHINESS DIRECTIVE
APPLIANCE
LARGE AIRCRAFT

98-21-21 R1 BOB FIELDS AEROCESSORIES: Amendment 39-11621; Docket No. 98-CE-88-AD; Revises AD 98-21-21, Amendment 39-10844.

Applicability: Electric inflatable door seals, installed either in accordance with the applicable supplemental type certificate (STC) or through field approval, that are installed on, but not limited to, the following aircraft:

Affected STC	Make and Model Aircraft Affected
SA3735NM	Cessna Models 170, 170A, and 170B Airplanes
SA4136WE	Cessna Models 310, 310A, 310B, 310C, 310D, 310F, 310G, 310H, 310I, 310J, 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, and T310R Airplanes
SA2226NM	Cessna Models P210N and P210R Airplanes
SA3736NM	Cessna Models 185, 185A, 185B, 185C, 185D, A185E, and A185F Airplanes
SA4177WE	Cessna Models 175, 175A, 175B, and 175C Airplanes
SA4212WE	Cessna Models 210, 210A, 210B, 210C, 210D, 210E, 210F, 210G, 210H, 210J, 210K, 210L, 210M, 210N, T210F, T210G, T210H, T210J, T210K, T210L, T210M, T210N, 210-5 (205), and 210-5A (205A) Airplanes
SA4283WE	Cessna Models 172, 172A, 172B, 172C, 172D, 172E, 172F, 172G, 172H, 172I, 172K, 172L, 172M, and 172N Airplanes
SA4284WE	Cessna Models 180, 180A, 180B, 180C, 180D, 180E, 180F, 180G, 180H, 180J, and 180K Airplanes
SA4285WE	Cessna Models 182, 182A, 182B, 182C, 182D, 182E, 182F, 182G, 182H, 182J, 182K, 182L, 182M, 182N, 182P, 182Q, R182, and TR182 Airplanes
SA4286WE	Cessna Models 206, P206, P206A, P206B, P206C, P206D, P206E, TP206A, TP206B, TP206C, TP206D, TP206E, U206, U206A, U206B, U206C, U206D, U206E, U206F, U206G, TU206A, TU206B, TU206C, TU206D, TU206E, TU206F, and TU206G Airplanes
SA4287WE	Cessna Models 320, 320A, 320B, 320C, 320D, 320E, 320F, and 320-1 Airplanes
SA4180WE	Raytheon (Beech) Models H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, G33, 36, A36, A36TC, and B36TC Airplanes
SA4184WE	Raytheon (Beech) Models 95, B95, B95A, E95, 95-55, 95-A55, 95-B55, 95-B55A, 95-B55B, 95-C55, D55, E55, 56TC, 58, and 58A Airplanes
SA4239WE	Raytheon (Beech) Models 58P, 58PA, 58TC, and 58TCA Airplanes
SA4240WE	Raytheon (Beech) Models 50, B50, C50, D50, D50A, D50B, D50C, D50E, D50E-5990, E50, F50, G50, H50, and J50 Airplanes
SA4282WE	Raytheon (Beech) Models 35, A35, B35, C35, D35, E35, F35, G35, and 35R Airplanes
SA4178WE	Mooney Models M20, M20A, M20C, M20D, M20E, M20F, M20G, M20J, and M20K Airplanes
SA4234WE	The New Piper Aircraft, Inc. (Piper) Models PA-34-200, PA-34-200T, and PA-34-220T Airplanes
SA4179WE	Piper Models PA-24, PA-24-250, PA-24-260, and PA-24-400 Airplanes
SA4235WE	Piper Models PA-44-180 and PA-44-180T Airplanes
SA4236WE	Piper Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-28-151, PA-28-181, PA-28-161, PA-28-236, PA-28-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T Airplanes
SA4237WE	Piper Models PA-23, PA-23-160, PA-23-235, PA-23-250, and PA-E23-250 Airplanes
SA4238WE	Piper Models PA-30, PA-39, and PA-40 Airplanes

Affected STC	Make and Model Aircraft Affected
SA4385WP	Piper Models PA-31, PA-31-300, PA-31-325, and PA-31-350 Airplanes
SA4288WE	Piper Models PA-32-260, PA-32-300, PA-32S-300, PA-32-301, PA-32-301T, PA-32R-300, PA-32R-301, PA-32R-301T, PA-32RT-300, and PA-32RT-300T Airplanes
SA2511NM	Bellanca Models 17-30, 17-31, and 17-31TC Airplanes
SA2510NM	Bellanca Models 17-30A, 17-31A, and 17-31ATC Airplanes
SA4316WE	Wing Aircraft Company Model D-1 Airplanes

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision that has the affected inflatable door seals installed, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent smoke and a possible fire in the cockpit caused by overheating of the electric door seal inflation systems, which could result in passenger injury, accomplish the following:

(a) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), deactivate the electric door seal inflation system by accomplishing the following:

(1) Disconnect the battery.

(2) Locate the air pump and identify the power wire to the air pump.

(3) Trace the power wire to its connection to the airplane's original electrical power system. Disconnect the power wire at its attachment to the airplane's electrical power system and stow the wire end.

(4) For non-pressurized airplanes, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE"

(5) For pressurized airplanes or for airplanes that do not have an operating manual door seal inflation system, fabricate a placard that incorporates the following words utilizing letters that are at least 0.10-inch in height, and install this placard on the instrument panel within the pilot's clear view:

"ELECTRIC DOOR SEAL INFLATION SYSTEM INOPERATIVE. THIS AIRPLANE CAN ONLY BE OPERATED IN UNPRESSURIZED FLIGHT"

(6) Reconnect the battery before returning to service.

(b) Prior to further flight after October 30, 1998 (the effective date of AD 98-21-21), insert a copy of this AD into the Limitations Section of the airplane flight manual (AFM).

NOTE 2: The prior to further flight compliance time of paragraphs (a) and (b) of this AD is being retained from AD 98-21-21. **The only substantive difference between this AD and AD 98-21-21 is the addition of the alternative method of compliance referenced in paragraph (c) of this AD.**

NOTE 3: This AD only applies to those aircraft equipped with the Bob Fields Aerocessories inflatable door seals. With this in mind, the owner/operator also has the option of removing all provisions of the Bob Fields Aerocessories inflatable door seals installation, and installing original equipment manufacturer door seals or an FAA-approved equivalent that is of a different design than the referenced Bob Fields Aerocessories inflatable door seals.

(c) One of the following actions may be accomplished as an alternative method of compliance to the requirements of paragraphs (a) and (b) of this AD. No further action is required by this AD as long as one of these configurations remains incorporated on the aircraft.

(1) Modify the electric door seal inflation system in accordance with the procedures in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998; or

(2) Install a manual door seal inflation system instead of an electric system. Aircraft with existing manual systems as of the effective date of this AD are excluded from the requirements of paragraphs (a) and (b) of this AD.

(d) As of the effective date of this AD, no person may install, on any aircraft, a Bob Fields Aerocessories electric door seal inflation system unless the actions specified in Bob Fields Aerocessories Service Bulletin No. BFA-001, Date: November 3, 1998, are incorporated.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance times that provides an equivalent level of safety may be approved by the Manager, FAA, Los Angeles Aircraft Certification Office (ACO), 3960 Paramount Blvd., Lakewood, California 90712.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

(2) Alternative methods of compliance approved in accordance with AD 98-21-21 are considered approved as alternative methods of compliance for this AD.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Los Angeles ACO.

(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to Bob Fields Aerocessories, 340 East Santa Maria St., Santa Paula, California 93060; or may examine this document(s) at the FAA, Central Region, Office of the Regional Counsel, Room 506, 901 Locust, Kansas City, Missouri 64106.

(h) This amendment revises AD 98-21-21, Amendment 39-10844.

(i) This amendment becomes effective on May 1, 2000.

FOR FURTHER INFORMATION CONTACT:

George Y. Mabuni, Aerospace Engineer, FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712; telephone: (562) 627-5341; facsimile: (562) 627-5210.

Issued in Kansas City, Missouri, on March 2, 2000.

Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service.

CESSNA AIRCRAFT COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-03-09 CESSNA AIRCRAFT COMPANY: Amendment 39-11568. Docket 98-NM-312-AD. Supersedes AD 96-24-06, Amendment 39-9844.

Applicability: Model 560 series airplanes having serial numbers (S/N) 560-0001 through 560-0437 inclusive; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent uncommanded roll of the airplane during approach and landing when residual ice is present or can be expected, accomplish the following:

Airplane Flight Manual (AFM) Revisions

(a) Within 10 days after the effective date of this AD, revise the FAA-approved Airplane Flight Manual (AFM); to provide the flightcrew with limitations, operational procedures, and performance information to be used during approach and landing when residual ice is present or can be expected; in accordance with the applicable revision of the AFM specified in paragraph (a)(1) or (a)(2) of this AD.

(1) For airplanes having S/N's 560-0001 through 560-0259 inclusive: AFM Model 560 Citation V, Revision 11, dated July 16, 1998.

(2) For airplanes having S/N's 560-0260 through 560-0437 inclusive: AFM Model 560 Citation V Ultra, Revision 7, dated July 16, 1998.

Modification

(b) Within 6 months after the effective date of this AD, modify the stall warning system of the angle-of-attack computer of the navigational system, in accordance with paragraph (b)(1) or (b)(2), as applicable, of this AD.

(1) For airplanes having S/N's 560-0001 through 560-0055 inclusive: Modify in accordance with Cessna Service Bulletin SB560-34-70, dated July 14, 1998.

(2) For airplanes having S/N's 560-0056 through 560-0437 inclusive: Modify in accordance with Cessna Service Bulletin SB560-34-69, Revision 2, dated July 24, 1998.

Spares

(c) As of the effective date of this AD, no person shall install on any airplane an angle-of-attack computer having part number C11606-2 or C11606-3.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Wichita Aircraft Certification Office (ACO), FAA, Small Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Wichita ACO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Wichita ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions shall be done in accordance with Cessna Airplane Flight Manual, Model 560 Citation V, Serial-0001 thru -0259, Revision 11, dated July 16, 1998; Cessna Airplane Flight Manual, Model 560 Citation V Ultra, Unit -0260 and on, Revision 7, dated July 16, 1998; Cessna Service Bulletin SB560-34-70, dated July 14, 1998, and Cessna Service Bulletin SB560-34-69, Revision 2, dated July 24, 1998.

(1) Cessna Airplane Flight Manual, Model 560 Citation V, Serial -0001 thru -0259, Revision 11, dated July 16, 1998, contains the following log of effective pages: (NOTE: The issue date of Revision 11 is indicated only on the title page of the revision.)

Page Number	Revision Level Shown on Page
Log of Effective Pages, Pages i through vi	11

(2) Cessna Airplane Flight Manual, Model 560 Citation V Ultra, Unit -0260 and on, Revision 7, dated July 16, 1998, contains the following log of effective pages: (NOTE: The issue date of Revision 7 is indicated only on the title page of the revision.)

Page Number	Revision Level Shown on Page
Log of Effective Pages, Pages i through vi	7

(3) Cessna Service Bulletin SB560-34-69, Revision 2, dated July 24, 1998, contains the following list of effective pages:

Page Number	Revision Level Shown on page	Date Shown on Page
1	2	July 24, 1998
2, 4, 6-9	Original	September 19, 1997
3, 5	1	December 16, 1997
	Supplemental Data	
1	A	December 16, 1997

(4) This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Cessna Aircraft Co., P.O. Box 7706, Wichita, Kansas 67277. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on April 3, 2000.

FOR FURTHER INFORMATION CONTACT:
Carlos Blacklock, Aerospace Engineer, Flight Test and Program Management Branch, ACE-117W, FAA, Small Airplane Directorate, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209; telephone (316) 946-4166; fax (316) 946-4407.

Issued in Renton, Washington, on February 9, 2000.
Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

MCDONNELL DOUGLAS
AIRWORTHINESS DIRECTIVE
FINAL RULE OF TELEGRAPHIC
LARGE AIRCRAFT

2000-03-51 MCDONNELL DOUGLAS: Amendment 39-11595. Docket 2000-NM-58-AD.

Applicability: All Model DC-9, Model MD-90-30, Model 717-200, and Model MD-88 airplanes; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent loss of pitch trim capability due to excessive wear of the jackscrew assembly of the horizontal stabilizer, which could result in loss of vertical control of the airplane, accomplish the following:

Inspections and Test

(a) Prior to the accumulation of 650 hours total time-in-service (TTIS), or within 72 hours after the effective date of this AD, whichever occurs later, accomplish the actions required by paragraphs (a)(1), (a)(2), (a)(3), (a)(4), and (a)(5) of this AD; in accordance with Boeing Alert Service Bulletin DC9-27A362 (for Model DC-9 and Model MD-88 airplanes), Boeing Alert Service Bulletin MD90-27A034 (for Model MD-90-30 airplanes), and Boeing Alert Service Bulletin 717-27A0002 (for Model 717-200 airplanes), all dated February 11, 2000. Repeat the inspections, thereafter, at intervals not to exceed 650 flight hours.

(1) Perform a general visual inspection of the lubricating grease on the jackscrew assembly and the area directly below the jackscrew and surrounding areas for the presence of metal shavings and flakes in accordance with paragraph 3.B.2. of the Accomplishment Instructions of the applicable alert service bulletin. If the presence of metal shavings or flakes is detected, prior to further flight, remove and replace the jackscrew assembly with a new or serviceable assembly, in accordance with the applicable alert service bulletin.

(2) Perform a general visual inspection of the jackscrew assembly to detect the presence of corrosion, pitting, or distress in accordance with paragraph 3.B.3. of the Accomplishment Instructions of the applicable alert service bulletin. If any corrosion, pitting, or distress is detected, prior to further flight, replace the jackscrew assembly with a new or serviceable assembly, in accordance with the applicable alert service bulletin.

(3) Check the condition of the jackscrew assembly lubricant in accordance with paragraph 3.B.4. of the Accomplishment Instructions of the applicable alert service bulletin. If the jackscrew assembly is dry, lubricate the assembly in accordance with the applicable alert service bulletin.

(4) Inspect the horizontal stabilizer jackscrew upper and lower mechanical stops for general condition in accordance with paragraph 3.B.5. of the Accomplishment Instructions of the applicable alert service bulletin, and record the condition.

(5) Perform a test of the horizontal stabilizer shutoff controls in accordance with paragraph 3.B.6. of the Accomplishment Instructions of the applicable alert service bulletin. If the mechanical stop on the jackscrew contacts the mechanical stop on the acme nut prior to limit switch shutoff, prior to further flight, adjust the horizontal stabilizer trim system in accordance with operator-approved maintenance instructions.

NOTE 2: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Wear Check

(b) Within 2,000 flight hours since the last acme screw and nut wear check conducted in accordance with the DC9 McDonnell Douglas Maintenance Manual, Chapter 27-41-1; MD80 McDonnell Douglas Maintenance Manual, Chapter 27-41-01; MD90 McDonnell Douglas Maintenance Manual, Chapter 27-41-10; or 717 McDonnell Douglas Maintenance Manual, Chapter 27-41-04; or within 30 days after the effective date of this AD, whichever occurs later:
Perform an acme screw and nut wear check in accordance with paragraph 3.B., Phase 2, paragraph 2. of the Accomplishment Instructions of Boeing Alert Service Bulletin DC9-27A362 (for Model DC-9 and Model MD-88 airplanes), Boeing Alert Service Bulletin MD90-27A034 (for Model MD-90-30 airplanes), and Boeing Alert Service Bulletin 717-27A0002 (for Model 717-200 airplanes), all dated February 11, 2000. Repeat the inspections, thereafter, at intervals not to exceed 2,000 flight hours.

NOTE 3: Accomplishment of paragraphs (c), (d), and (e) of the Boeing Service Engineering Message Number M-7200-00-00456, dated February 9, 2000, constitutes compliance with paragraphs (a)(2), (a)(3), and (a)(4) of this AD. Accomplishment of paragraph (a) of Boeing Service Engineering Message Number M-7200-00-00456 constitutes compliance with paragraph (b) of this AD.

Reporting Requirement

(c) If any damage is detected during any inspection required by paragraphs (a) and (b) of this AD, within 48 hours after accomplishing the inspections, report the inspection results in accordance with Boeing Alert Service Bulletin C9-27A362 (for Model DC-9 and Model MD-88 airplanes), Boeing Alert Service Bulletin MD90-27A034 (for Model MD-90-30 airplanes), and Boeing Alert Service Bulletin 717-27A0002 (for Model 717-200 airplanes), all dated February 11, 2000. If no damage is detected during any inspection required by this AD, report the inspection results within 10 days of accomplishing that inspection in accordance with the appropriate alert service bulletin. For airplanes that are inspected after the effective date of this AD, include in the report the serial number of the airplane, the number of total flight hours and flight cycles accumulated on the airplane to the Manager, Los Angeles Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5320); Fax (562) 627-5210. Information collection requirements contained in this regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.) and have been assigned OMB Control Number 2120-0056.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles ACO, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Manager, Los Angeles ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions shall be done in accordance with Boeing Alert Service Bulletin DC9-27A362 (for Model DC-9 and Model MD-88 airplanes), dated February 11, 2000; Boeing Alert Service Bulletin MD90-27A034 (for Model MD-90-30 airplanes), dated February 11, 2000; and Boeing Alert Service Bulletin 717-27A0002 (for Model 717-200 airplanes), dated February 11, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on March 6, 2000, to all persons except those persons to whom it was made immediately effective by telegraphic AD 2000-03-51, issued on February 11, 2000, which contained the requirements of this amendment.

FOR FURTHER INFORMATION CONTACT:

Michael E. O'Neil, Senior Engineer, Structures Branch, ANM-120L, FAA, Transport Airplane Directorate, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California 90712-4137; telephone (562) 627-5320; Fax (562) 627-5210.

Issued in Renton, Washington, on February 17, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

CAMERON BALLOONS LTD/THUNDER AND COLT
AIRWORTHINESS DIRECTIVE
APPLIANCE
LARGE AIRCRAFT

2000-04-12 CAMERON BALLOONS LTD/THUNDER AND COLT: Amendment 39-11594; Docket No. 2000-CE-08-AD.

(a) What aircraft are affected by this AD?: Any aircraft (specifically balloons), certificated in any category, that incorporate at least one of the following titanium propane cylinders:

Part Number	Serial Numbers
CB2380	All serial numbers up to and including BT0143
CB2383	All serial numbers up to and including BT0076

(b) Who must comply with this AD?: Anyone who wishes to operate an aircraft (specifically balloons) that:

(1) is certificated in any category and listed on the U.S. Register; and

(2) incorporates at least one of the above-referenced titanium propane cylinders.

(c) What problem does this AD address?: The actions specified by this AD are intended to prevent titanium propane cylinders from cracking and releasing propane gas vapor while the balloon is in service. This could result in a propane explosion and fire.

(d) What must I do to address this problem?: To address this problem, you must accomplish the following actions:

(1) Within the next 14 calendar days after the effective date of this AD, you must remove from service any of the titanium propane cylinders listed in paragraph (a) of this AD and replace each affected cylinder with an FAA-approved airworthy propane cylinder that is not listed in paragraph (a) of this AD; and

(2) As of the effective date of this AD, you must not incorporate, an any aircraft (specifically balloons), any titanium propane cylinder listed in paragraph (a) of this AD.

(e) What specific procedures must I use to accomplish the action?: No procedures are necessary to remove the titanium propane cylinders from operation. However, the following contains information you should use when handling these titanium propane cylinders:

(1) Instructions for handling and exchanging the affected titanium propane cylinders are included in Cameron Balloons Ltd. and Thunder & Colt Alert Service Bulletin SB8, dated January 28, 2000.

(2) The current applicable Department of Transportation (DOT) regulations (49 CFR part 171, et. Seq.) shall be utilized when handling or shipping hazardous materials associated with titanium propane cylinders.

(f) Can I comply with this AD in any other way?: Yes.

(1) You may use an alternative method of compliance or adjust the compliance time if:

(i) Your alternative method of compliance provides an equivalent level of safety; and

(ii) The Manager, Small Airplane Directorate, approves your alternative. Submit your request through an FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager.

(2) This AD applies to any titanium propane cylinder referenced in the Applicability section of this AD, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For those titanium propane cylinders that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if you have not eliminated the unsafe condition, specific actions you propose to address it.

(g) Where can I get information about any already-approved alternative methods of compliance?: Contact the Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.

(h) Who should I contact if I have questions regarding the service information?: Direct all questions or technical information related to Cameron Balloons Ltd and Thunder & Colt Alert Service Bulletin SB8, dated January 28, 2000, to Cameron Balloons Ltd/Thunder and Colt, St. Johns Street, Bedminster, Bristol; BS3 4NH; telephone: +44 (0)117 9637216; facsimile: +44 (0)177 966168; or Cameron Balloons U.S., Ann Arbor, Michigan 46106; telephone: (734) 426-5525; facsimile: (734) 426-5026. You may examine this service information at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106.

(i) Has another airworthiness authority addressed this action?: Yes. The subject of this AD is addressed in United Kingdom AD 001-01-2000, dated January 31, 2000.

(j) When does this amendment become effective?: This amendment becomes effective on March 13, 2000.

FOR FURTHER INFORMATION CONTACT:
Roger Chudy, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4140; facsimile: (816) 329-4090.
Issued in Kansas City, Missouri, on February 15, 2000.
Michael Gallagher, Manager, Small Airplane Directorate, Aircraft Certification Service

AEROSPATIALE
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-04-13 AEROSPATIALE: Amendment 39-11596. Docket 98-NM-240-AD.

Applicability: Model ATR72 series airplanes, certificated in any category; listed in the following Avions de Transport Regional (ATR) Service Bulletins:

- ATR72-52-1018, dated May 18, 1995;
- ATR72-53-1013, Revision 2, dated March 22, 1993;
- ATR72-53-1019, Revision 2, dated October 15, 1996;
- ATR72-52-1028, dated July 5, 1993;
- ATR72-52-1033, dated April 28, 1995;
- ATR72-52-1029, Revision 1, dated November 16, 1994;
- ATR72-53-1021, Revision 1, dated February 20, 1995;
- ATR72-53-1014, Revision 2, dated October 15, 1992; and
- ATR72-53-1020, dated October 6, 1992.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (i) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue cracking of the fuselage and the passenger and service doors, which could result in reduced structural integrity of the airplane, accomplish the following:

Inspections and Corrective Actions

(a) For airplanes on which Aerospatiale Modification 03191 (reference Avions de Transport Regional Service Bulletin ATR72-52-1018, dated May 18, 1995) has not been accomplished: Prior to the accumulation of 27,000 total flight cycles, or within 30 days after the effective date of this AD, whichever occurs later, perform a preliminary inspection of the existing fasteners to determine if the fasteners are out of tolerance in accordance with paragraph 2.C.(1) of the Accomplishment Instructions of Avions de Transport Regional Service Bulletin ATR72-52-1018, dated May 18, 1995. Depending on the results of the inspection, prior to further flight, accomplish the requirements in paragraphs (a)(1) and (a)(2), or (a)(2) and (a)(3), of this AD, as applicable, as specified by paragraph 2.C.(1) of the service bulletin.

(1) Remove the fasteners and inspect the fastener holes to determine if they are out of tolerance or cracking, in accordance with Part A of the Accomplishment Instructions of the service bulletin. Perform a visual inspection of the holes for correct tolerance, and a high frequency eddy current (HFEC) inspection for cracking.

(i) If any discrepancy is detected, prior to further flight, repair in accordance with Part C of the Accomplishment Instructions of the service bulletin.

(ii) If no discrepancy is detected, prior to further flight, replace the cargo compartment door hinges with new hinges in accordance with Part A of the Accomplishment Instructions of the service bulletin.

(2) Remove the existing fasteners and inspect the fastener holes for correct tolerance in accordance with Part B of the Accomplishment Instructions of the service bulletin.

(i) If any discrepancy is detected, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent).

(ii) If no discrepancy is detected, prior to further flight, replace the cargo compartment door hinges with new hinges in accordance with Part B of the Accomplishment Instructions of the service bulletin.

(3) Remove the existing fasteners, repair, and replace the cargo compartment door hinges with new hinges in accordance with Part C of the Accomplishment Instructions of the service bulletin.

(b) For airplanes having serial numbers 108 through 210 inclusive: Prior to the accumulation of 36,000 total flight cycles, or within 30 days after the effective date of this AD, whichever occurs later, perform a one-time visual inspection to determine if rivets are installed in the key holes located on main frames 25 and 27 of the fuselage, between stringers 14 and 15, in accordance with Avions de Transport Regional Service Bulletin ATR72-53-1013, Revision 3, dated January 22, 1999.

(1) If all rivets are installed, no further action is required by paragraph (b) of this AD.

(2) If any rivet is missing, prior to further flight, perform an eddy current inspection of the affected key holes to detect cracks, in accordance with the service bulletin.

(i) If no crack is detected during the inspection required by paragraph (b)(2) of this AD, prior to further flight, install rivets in all affected key holes, in accordance with the service bulletin. If installation of rivets is not possible, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

(ii) If any crack is detected during the inspection required by paragraph (b)(2) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

(c) For airplanes having serial numbers 108 through 207 inclusive: Prior to the accumulation of 36,000 total flight cycles, or within 30 days after the effective date of this AD, whichever occurs later, perform a one-time visual inspection to determine if rivets are installed in the tooling and key holes located on the standard frames of the fuselage, in accordance with Avions de Transport Regional Service Bulletin ATR72-53-1019, Revision 3, dated January 22, 1999.

(1) If all rivets are installed, no further action is required by paragraph (c) of this AD.

(2) If any rivet is missing, prior to further flight, perform a visual inspection of the affected tooling and key holes to detect cracks, in accordance with the service bulletin.

(i) If no crack is detected during the inspection required by paragraph (c)(2) of this AD, prior to further flight, install new rivets in all affected tooling and key holes, in accordance with the service bulletin.

(ii) If any crack is detected during the inspection required by paragraph (c)(2) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

(d) For airplanes on which Aerospatiale Modification 03775 (reference Avions de Transport Regional Service Bulletin ATR72-52-1029, Revision 1, dated November 16, 1994) or Aerospatiale Modification 03776 (reference Avions de Transport Regional Service Bulletin ATR72-52-1033, dated April 28, 1995) has not been accomplished: Prior to the accumulation of 12,000 total flight cycles, or within 30 days after the effective date of this AD, whichever occurs later, perform an eddy current inspection to detect cracks in the plug door stop fittings of the forward and aft passenger and service doors, in accordance with Avions de Transport Regional Service Bulletin ATR72-52-1028, dated July 5, 1993.

(1) If no crack is detected, repeat the eddy current inspection required by paragraph (d) of this AD thereafter at intervals not to exceed 6,000 flight cycles.

(2) If any crack is detected, prior to further flight, replace the cracked stop fittings with new, improved fittings, in accordance with Avions de Transport Regional Service Bulletin ATR72-52-1033, dated April 28, 1995, or ATR72-52-1029, Revision 1, dated November 16, 1994; as applicable. Accomplishment of the replacement constitutes terminating action for the repetitive inspection requirements of paragraph (d)(1) of this AD for that fitting.

(e) For airplanes on which Aerospatiale Modification 03775 or Aerospatiale Modification 03776 has not been accomplished: Prior to the accumulation of 18,000 total flight cycles, or within 30 days after the effective date of this AD, whichever occurs later, replace the plug door stop fittings of the forward and aft passenger and service doors with new, improved fittings, in accordance with Avions de Transport Regional Service Bulletin ATR72-52-1033, dated April 28, 1995; or ATR72-52-1029, Revision 1, dated November 16, 1994; as applicable. Accomplishment of the replacement constitutes terminating action for the repetitive inspection requirements of paragraph (d)(1) of this AD.

(f) For airplanes on which Aerospatiale Modification 02986 (reference Avions de Transport Regional Service Bulletin ATR72-53-1021, Revision 1, dated February 20, 1995) has not been accomplished: Prior to the accumulation of 18,000 total flight cycles, or within 30 days after the effective date of this AD, whichever occurs later, perform a one-time eddy current inspection to detect cracks in the rivet holes of the door surround corners of the forward and aft passenger and service doors, in accordance with Avions de Transport Regional Service Bulletin ATR72-53-1021, Revision 1, dated February 20, 1995.

(1) If no crack is detected during the inspection required by paragraph (f) of this AD, prior to further flight, modify the rivet holes, and replace the door surround corners with modified corners, in accordance with the service bulletin.

(2) If any crack is detected during the inspection required by paragraph (f) of this AD, prior to further flight, repair and modify in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

(g) For airplanes on which Aerospatiale Modification 02397 (reference Avions de Transport Regional Service Bulletin ATR72-53-1014, Revision 2, dated October 15, 1992) has not been accomplished: Prior to the accumulation of 12,000 total flight cycles, or within 30 days after the effective date of this AD, whichever occurs later, perform a one-time eddy current inspection to detect cracks of the rivet holes located on the left and right sides of external stringer 4 at frames 24 and 28 of the fuselage, in accordance with Avions de Transport Regional Service Bulletin ATR72-53-1014, Revision 2, dated October 15, 1992.

(1) If no crack is detected during the inspection required by paragraph (g) of this AD, prior to further flight, install reinforcement angles on the left and right sides of external stringer 4 at frames 24 and 28 of the fuselage, in accordance with the service bulletin.

(2) If any crack is detected during the inspection required by paragraph (g) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

(h) For airplanes on which Aerospatiale Modification 03185 (reference Avions de Transport Regional Service Bulletin ATR72-53-1020, dated October 6, 1992) has not been accomplished: Prior to the accumulation of 12,000 total flight cycles, or within 30 days after the effective date of this AD, whichever occurs later, perform a one-time eddy current inspection to detect cracks of the rivet holes located on stringer 11 of frame 26 of the fuselage, in accordance with Avions de Transport Regional Service Bulletin ATR72-53-1020, dated October 6, 1992.

(1) If no crack is detected during the inspection required by paragraph (h) of this AD, prior to further flight, install doublers and stringer clips on the left and right sides on stringer 11 of frame 26 of the fuselage, in accordance with the service bulletin.

(2) If any crack is detected during the inspection required by paragraph (h) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

NOTE 2: Inspections and repairs accomplished prior to the effective date of this AD in accordance with Avions de Transport Regional Service Bulletins ATR72-53-1013, dated June 10, 1991, or Revision 1, dated June 12, 1992, or Revision 2, dated March 22, 1993; ATR72-53-1019, dated May 13, 1993, or Revision 1, dated November 11, 1994, or Revision 2, dated October 15, 1996; ATR72-52-1029, dated July 20, 1994; or ATR72-53-1014, Revision 1, dated June 30, 1992; are considered acceptable for compliance with the applicable actions specified in this amendment.

Alternative Methods of Compliance

(i) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(j) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(k) Except as required by paragraphs (a)(2)(i), (b)(2)(i), (b)(2)(ii), (c)(2)(ii), (f)(2), (g)(2), and (h)(2) of this AD, the actions shall be done in accordance with the following Avions de Transport Regional service bulletins, as applicable:

Service Bulletin Referenced and Date	Page Number	Revision Level Shown on Page	Date Shown on Page
ATR72-52-1018, May 18, 1995	1-116	Original	May 18, 1995
ATR72-53-1013, Revision 3	1-4, 7	3	January 22, 1999
January 22, 1999	5, 8-10	1	June 12, 1992
	6, 11	Original	June 10, 1991
ATR72-53-1019, Revision 3	1-4	3	January 22, 1999
January 22, 1999	5, 6, 9-14, 16, 17	1	November 11, 1994
	7, 8, 15	Original	May 13, 1993
ATR72-52-1028, July 5, 1993	1-21	Original	July 5, 1993
ATR72-52-1033, April 28, 1995	1-41	Original	April 28, 1995
ATR72-52-1029, Revision 1	1, 8-14, 33, 34	1	November 16, 1994
November 16, 1994	2-7, 15-32, 35-50	Original	July 20, 1994
ATR72-53-1021, Revision 1	1, 3, 5, 8, 11, 35, 36	1	February 20, 1995
February 20, 1995	2, 4, 6, 7, 9, 10,12-34	Original	July 8, 1993
ATR72-53-1014, Revision 2	1, 9-11, 15	2	October 15, 1992
October 15, 1992	2-8, 12-14	1	June 30, 1992
ATR72-53-1020, October 6, 1992	1-15	Original	October 6, 1992

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4 The subject of this AD is addressed in French airworthiness directive 92-046-012(B)R4, dated November 5, 1997.

(l) This amendment becomes effective on April 3, 2000.

FOR FURTHER INFORMATION CONTACT:
Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on February 17, 2000.
Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

GENERAL ELECTRIC COMPANY
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2000-04-14 GENERAL ELECTRIC COMPANY: Amendment 39-11597. Docket 99-NE-24-AD.

Applicability: General Electric Company (GE) CF6-80C2 A1/ A2/ A3/ A5/ A8/ A5F/ B1/ B2/ B4/ B6/ B1F/ B2F/ B4F/ B6F/ B7F/ D1F turbofan engines, installed on but not limited to Airbus Industrie A300-600/ 600R series and A310-200Adv/ 300 series, and Boeing 747-200/ 300/ 400 series and 767-200ER/ 300/ 300ER/ 400ER and McDonnell Douglas MD-11 series airplanes.

NOTE 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent improper fuel tube flange seating, resulting in high pressure fuel leaks, which could result in an engine fire and damage to the airplane, accomplish the following:

Replacement

(a) At the next time the fuel tubes are disconnected at either end for on-wing maintenance, or the next shop visit after the effective date of this AD, whichever occurs first, replace the old configuration fuel tubes with the improved tubes. For on-wing maintenance, replace only the fuel tube(s) that have been disconnected. Perform the actions as follows:

(1) Replace the fuel flowmeter to Integrated Drive Generator (IDG) cooler fuel tube, part number (P/N) 1321M42G01, with a serviceable part in accordance with paragraph 2 of GE Alert Service Bulletin (ASB) No. 73-A224, Revision 2, July 9, 1997, and perform a leak check after accomplishing the replacement.

Power Management Controls

(2) For engines with Power Management Controls, replace the Main Engine Control (MEC) to fuel flowmeter fuel tube, P/N 1334M88G01, and bolts, P/N MS9557-12, with serviceable parts, in accordance with paragraph 3A of GE ASB 73-A0231, Revision 1, dated May 3, 1999 and perform a leak check after accomplishing the replacement.

Full Authority Digital Electronic Controls

(3) For engines with Full Authority Digital Electronic Controls replace the Hydromechanical Unit (HMU) to fuel flowmeter fuel tubes, P/Ns 1383M12G01 and 1374M30G01 with serviceable parts, in accordance with paragraph 3B of GE ASB 73-A0231, Revision 1, dated May 3, 1999 and perform a leak check after accomplishing the replacement.

NOTE 2: Information on performing the leak check can be found in the Aircraft Maintenance Manual, 71-00-00.

Definitions

(b) For the purpose of this AD, a shop visit is defined as any time an engine is removed from service and returned to the shop for any maintenance.

(c) For the purpose of this AD, a serviceable part is defined as any part other than tube, P/N 1321M42G01, for the fuel flowmeter to IDG cooler; tube; P/N 1334M88G01, and bolt, P/N MS9557-12, for the MEC to fuel flowmeter tube; and tubes, P/Ns 1383M12G01 and 1374M30G01, for the HMU to fuel flowmeter fuel tubes.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

Ferry Flights

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions required by this AD shall be done in accordance with the following GE ASBs: 73-A224, Revision 2, July 9, 1997, and 73-A0231, Revision 1, May 3, 1999.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from General Electric Aircraft Engines, c/o Commercial Technical Publications, 1 Neumann Way, Room 230, Cincinnati, OH 45215-1988; telephone 513-552-2005, fax 513-552-2816. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(g) This amendment becomes effective on May 1, 2000.

FOR FURTHER INFORMATION CONTACT:
Ian Dargin, Aerospace Engineer, Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone 781-238-7178, fax 781-238-7199.

Issued in Burlington, Massachusetts, on February 17, 2000.
Ronald L. Vavruska, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

THE BOEING COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-04-17 BOEING: Amendment 39-11600. Docket 99-NM-366-AD.

Applicability: Model 747-100, -200, and -300 series airplanes as listed in Boeing Alert Service Bulletin 747-53A2431; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

NOTE 2: The actions specified by Boeing Alert Service Bulletin 747-53A2431, dated February 10, 2000, for the upper deck floor beams located at body stations (BS) 340 and 360, also are applicable to both the left and right sides of the floor beam at BS 380 between buttock lines (BL) 40 and 76.

To prevent failure of the upper deck floor beams due to fatigue cracking at BS 340, 360, and 380; which could result in rapid decompression and consequent reduced controllability of the airplane; accomplish the following:

Inspections and Repair

(a) Prior to the accumulation of 28,000 total flight cycles, or within 60 days after the effective date of this AD, whichever occurs later, perform the inspections required by either paragraph (a)(1) or (a)(2) of this AD, as applicable.

(1) Gain access to the upper deck floor beams from above the upper deck floor, and perform an open-hole high frequency eddy current (HFEC) inspection to detect cracking of the upper deck floor beams at BS 340 and 360, and on both the left and right sides of the floor beam at BS 380 between BL 40 and 76; in accordance with Part 1 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2431, dated February 10, 2000.

(i) If no cracking is found, perform the actions required by either paragraph (a)(1)(i)(A) or (a)(1)(i)(B) of this AD, in accordance with the alert service bulletin.

(A) Repeat the inspection required by paragraph (a)(1) of this AD thereafter at intervals not to exceed 3,000 flight cycles.

(B) Modify (oversize) the floor panel attachment fastener holes as specified in Figure 5 of the alert service bulletin, and repeat the inspection required by paragraph (a)(1) of this AD within 10,000 flight cycles. Thereafter, repeat the inspection at intervals not to exceed 3,000 flight cycles.

(ii) If any cracking is found, prior to further flight, repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate; or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company Designated Engineering Representative (DER) who has been authorized by the FAA to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

(2) Gain access to the upper deck floor beams from below the upper deck floor; modify the floor panel attachment clipnuts at BS 340 and 360, and on both the left and right sides of the floor beam at BS 380 between BL 40 and 76; and perform a surface HFEC inspection to detect cracking of the floor beams at those body stations; in accordance with Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-53A2431, dated February 10, 2000.

(i) If no cracking is found, repeat the inspection required by paragraph (a)(2) of this AD thereafter at intervals not to exceed 750 flight cycles.

(ii) If any cracking is found, prior to further flight, repair in accordance with a method approved by the Manager, Seattle ACO, or in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company DER who has been authorized by the FAA to make such findings. For a repair method to be approved by the Manager, Seattle ACO, as required by this paragraph, the Manager's approval letter must specifically reference this AD.

Alternative Methods of Compliance

(b) (1) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle ACO. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

(2) An alternative method of compliance for paragraphs (a)(1)(ii) and (a)(2)(ii) of this AD that provides an acceptable level of safety may be used in accordance with data meeting the type certification basis of the airplane approved by a Boeing Company DER who has been authorized by the Manager, Seattle ACO, to make such findings.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) Except as specified in paragraphs (a)(1)(ii) and (a)(2)(ii), the actions shall be done in accordance with Boeing Alert Service Bulletin 747-53A2431, dated February 10, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on March 15, 2000.

FOR FURTHER INFORMATION CONTACT:

Rick Kawaguchi, Aerospace Engineer, Airframe Branch, ANM-120S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1153; fax (425) 227-1181.

Issued in Renton, Washington, on February 22, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

THE BOEING COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-04-18 BOEING: Amendment 39-11601. Docket 98-NM-354-AD.

Applicability: Model 757 series airplanes, as listed in Boeing Service Bulletin 757-27A0127, Revision 1, dated September 2, 1999; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent damage to the flap system, adjacent system, or structural components; and excessive skew of the trailing edge flap; which could result in reduced controllability of the airplane; accomplish the following:

Replacement

(a) Within 36 months after the effective date of this AD, replace the transmission assemblies for the trailing edge flaps with transmission assemblies modified in accordance with Boeing Service Bulletin 757-27A0127, Revision 1, dated September 2, 1999; or with new transmission assemblies that incorporate newly designed torque limiters; in accordance with the service bulletin.

NOTE 2: Replacements accomplished in accordance with Boeing Alert Service Bulletin 757-27A0127, dated September 10, 1998, are considered acceptable for compliance with paragraph (a) of this AD.

Spares

(b) As of the effective date of this AD, no person shall install on any airplane, a trailing edge flap transmission assembly, unless it has been modified in accordance with this AD, or, in the case of a new transmission assembly, unless it incorporates a newly designed torque limiter.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(e) The actions shall be done in accordance with Boeing Service Bulletin 757-27A0127, Revision 1, dated September 2, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on April 4, 2000.

FOR FURTHER INFORMATION CONTACT:
Robert C. Jones, Aerospace Engineer, Systems and Equipment Branch, ANM-130S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1118; fax (425) 227-1181.

Issued in Renton, Washington, on February 22, 2000.
Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

DASSAULT AVIATION
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-04-19 DASSAULT AVIATION: Amendment 39-11602. Docket 98-NM-262-AD. Supersedes AD 97-21-16, Amendment 39-10202.

Applicability: Model Mystere-Falcon 50 series airplanes, serial numbers 251, 253, and subsequent; equipped with Allied-Signal TFE731-40 engines; certificated in any category; except airplanes that have been modified in accordance with Dassault Service Bulletin F50-276, dated June 24, 1998, or airplanes on which Dassault Modification M2193 was installed in production.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent in-flight shutdown of the engine(s) due to the flightcrew using erroneous N1 speed values displayed on the Engine Indication Electronic Display (EIED), accomplish the following:

RESTATEMENT OF THE REQUIREMENTS OF AD 97-21-16

AFM Revision

(a) Within 1 day after November 18, 1997 (the effective date of AD 97-21-16, amendment 39-10202), revise the Limitations Section of the FAA-approved Airplane Flight Manual (AFM) to add the following. This may be accomplished by inserting a copy of this AD in the AFM.

"Operation in Icing Conditions:

The N1 speed of the operating engines must not be less than the minimum values specified in Normal Section 4, Sub-section 140, Page 2, of the AFM."

NEW REQUIREMENTS FOR THIS AD

Modification

(b) Within 6 months after the effective date of this AD, adjust the thrust reverser handle stop, install new "push-light" wiring on the instrument panel, and modify the Digital Electronic Engine Control (DEEC) software; in accordance with Dassault Service Bulletin F50-276, dated June 24, 1998. Accomplishment of such actions constitutes terminating action for the AFM revision required by paragraph (a) of this AD. Following accomplishment of the terminating action, the AFM revision required by paragraph (a) of this AD may be removed from the AFM.

NOTE 2: Dassault Service Bulletin F50-276 refers to Allied Signal Service Bulletin TFE731-76-5107, dated December 24, 1997, as an additional source of service information for accomplishment of the modification.

Spares

(c) As of the effective date of this AD, no person shall install DEEC software, part number 2118882-4002, on any airplane.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(f) The actions required by paragraph (b) of this AD shall be done in accordance with Dassault Service Bulletin F50-276, dated June 24, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 4: The subject of this AD is addressed in French airworthiness directive 98-228-021(B), dated June 17, 1998.

(g) This amendment becomes effective on April 4, 2000.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax(425) 227-1149.

Issued in Renton, Washington, on February 22, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

ROLLS-ROYCE PLC
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2000-04-22 ROLLS-ROYCE plc: Amendment 39-11605. Docket 99-NE-59-AD.

Applicability: RB211-524G2-T-19; RB211-524G3-T-19; RB211-524H2-T-19; and RB211 Trent 768-60 and 772-60 turbofan engines installed on, but not limited to Airbus Industrie A330 series and The Boeing Co. 747 series airplanes.

NOTE 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the HPC-to-HPT joint bolt assemblies, which could result in a cracked stage 6 HPC disk, possible uncontained engine failure, and damage to the airplane accomplish the following:

Replacement of HPC-to-HPT Joint Bolt Assemblies

(a) Replace INCO 909 HPC-to-HPT joint bolt assemblies, part number BLT5543, with INCO 718 HPC-to-HPT joint bolt assemblies, P/N BLT5541, before further flight, in accordance with the section 3.A., Accomplishment Instructions, of Rolls-Royce mandatory service bulletin (SB) RB.211-72-C491, Revision 1, dated October 8, 1999.

Alternate Methods of Compliance

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

Special Flight Permits

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(d) Perform the actions required by this AD in accordance with RR mandatory SB RB.211-72-C491. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Rolls-Royce plc, PO Box 31, Derby, England; telephone: International Access Code 011, Country Code 44, 1332-249428, fax: International Access Code 011, Country Code 44, 1332-249223. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(e) This amendment becomes effective on April 7, 2000.

FOR FURTHER INFORMATION CONTACT:
James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone 781-238-7176, fax 781-238-7199.

Issued in Burlington, Massachusetts, on February 21, 2000.
David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

DORNIER LUFTFAHRT GMBH
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-04-23 DORNIER LUFTFAHRT GMBH: Amendment 39-11606. Docket 2000-NM-59-AD.

Applicability: Model 328-100 series airplanes, serial numbers 3005 through 3119 inclusive; and Model 328-300 series airplanes, serial numbers 3108 through 3123 inclusive, and 3125 through 3128 inclusive; certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent cracking of the rudder spring tab, which could result in reduced flutter margin and consequent loss of control of the airplane, accomplish the following:

Initial Inspection

(a) Within 14 days after the effective date of this AD, perform a detailed visual inspection to detect cracking of the trailing edge of the rudder spring tab, in accordance with Figure 1 of Dornier Alert Service Bulletin ASB-328-55-028 (for Model 328-100 series airplanes) or ASB-328J-55-002 (for Model 328-300 series airplanes), both dated October 29, 1999; as applicable.

(1) If no crack is detected, accomplish the actions specified by paragraphs (a)(1)(i) and (a)(1)(ii) of this AD.

(i) Prior to further flight, install high-speed tape on the trailing edge, in accordance with the applicable alert service bulletin.

(ii) Within 60 flight hours or 15 days after installation of the tape, whichever occurs first, perform a general visual inspection to detect discrepancies of the tape (including improper seat and damage), in accordance with the applicable alert service bulletin.

(A) If no discrepancy is found, repeat the general visual inspection of the tape thereafter at intervals not to exceed 60 flight hours or 15 days, whichever occurs first, until the requirements of paragraph (b) of this AD have been accomplished.

(B) If any discrepancy is found, prior to further flight, replace the tape with new tape, and repeat the general visual inspection of the tape thereafter at intervals not to exceed 60 flight hours or 15 days, whichever occurs first, until the requirements of paragraph (b) of this AD have been accomplished.

(2) If any crack is detected, prior to further flight, replace the spring tab with a new spring tab, in accordance with the applicable alert service bulletin.

NOTE 2 For the purposes of this AD, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

NOTE 3: For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Repetitive Inspection

(b) Within 400 flight hours after the effective date of this AD; or within 400 flight hours after tab replacement in accordance with paragraph (a)(2) of this AD, if required; whichever occurs later: Perform a detailed visual inspection to detect cracking of the trailing edge of the rudder spring tab, in accordance with Figure 2 of Dornier Alert Service Bulletin ASB-328-55-028 (for Model 328-100 series airplanes) or ASB-328J-55-002 (for Model 328-300 series airplanes), both dated October 29, 1999; as applicable. Accomplishment of the requirements of this paragraph within the compliance time required for paragraph (a) of this AD constitutes terminating action for the requirements of paragraph (a) of this AD.

(1) If no crack is detected, repeat the detailed visual inspection required by paragraph (b) of this AD at intervals not to exceed 400 flight hours.

(2) If any crack is detected, prior to further flight, replace the spring tab with a new spring tab, in accordance with the applicable alert service bulletin. Thereafter, repeat the detailed visual inspection required by paragraph (b) of this AD at intervals not to exceed 400 flight hours.

Optional Terminating Action

(c) For Model 328-100 series airplanes: Accomplishment of the pressure test inspection of the spring tab, and applicable corrective actions, in accordance with Dornier Service Bulletin SB-328-55-307, dated December 1, 1999, constitutes terminating action for the requirements of paragraphs (a) and (b) of this AD.

Spares

(d) As of the effective date of this AD, no person shall install on any airplane a spring tab, part number (P/N) 001A554A1706-000 (for Model 328-100 series airplanes) or P/N 001A554A1706-000 (for Model 328-300 series airplanes), unless that spring tab has been inspected in accordance with the requirements of this AD.

Alternative Methods of Compliance

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

Special Flight Permits

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(g) The actions shall be done in accordance with Dornier Alert Service Bulletin ASB-328-55-028 (for Model 328-100 series airplanes), dated October 29, 1999; or Dornier Alert Service Bulletin ASB-328J-55-002 (for Model 328-300 series airplanes), dated October 29, 1999. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from FAIRCHILD DORNIER, DORNIER Luftfahrt GmbH, P.O. Box 1103, D-82230 Wessling, Germany. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

NOTE 5: The subject of this AD is addressed in German airworthiness directives 2000-002 (for Model 328-100 series airplanes) and 2000-001 (for Model 328-300 series airplanes), both dated January 13, 2000.

(h) This amendment becomes effective on March 22, 2000.

FOR FURTHER INFORMATION CONTACT:

Norman B. Martenson, Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-2110; fax (425) 227-1149.

Issued in Renton, Washington, on February 24, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

THE BOEING COMPANY
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2000-05-09 BOEING: Amendment 39-11618. Docket 2000-NM-67-AD. Supersedes AD 99-27-06, Amendment 39-11487.

Applicability: Model 757-200, -200PF, and -200CB series airplanes powered by Rolls-Royce RB211-535C/E4/E4B turbofan engines, certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine thrust control cable failure, which could result in a severe asymmetric thrust condition during landing, and consequent reduced controllability of the airplane, accomplish the following:

Inspections and Corrective Actions

(a) Within 24 months or 6,000 flight hours after February 7, 2000 (the effective date of AD 99-27-06, amendment 39-11487), whichever occurs first: Accomplish the "Thrust Control Cable Inspection Procedure" specified in Appendix 1. (including Figure 1) of this AD to verify the integrity of the thrust control cables. Prior to further flight, repair any discrepancy found in accordance with the procedures described in the Boeing 757 Maintenance Manual. Repeat the inspection thereafter at intervals not to exceed 24 months or 6,000 flight hours, whichever occurs first.

(b) For airplanes having line numbers 1 through 636 inclusive: Within 24 months or 6,000 flight hours after February 7, 2000, whichever occurs first, perform a one-time inspection of the 8 engine thrust control cable pulleys in the struts (4 in each strut) to determine the part number (P/N) of each pulley. If any pulley having P/N 65B80977-1 or BACP30M4 is installed, prior to further flight, replace it with a pulley having P/N 255T1232-7, in accordance with the procedures described in the Boeing 757 Airplane Maintenance Manual.

NOTE 2: The location of the pulleys to be inspected in accordance with paragraph (b) of this AD is specified in Chapters 53-11-53-04, 76-11-52-01, and 76-11-52-02 of the Boeing 757 Illustrated Parts Catalog.

Modifications

(c) For airplanes identified in Boeing Service Bulletin 757-76-1, dated May 18, 1984: Within 24 months or 6,000 flight hours after February 7, 2000, whichever occurs first, remove the guide bracket of the engine thrust control cable located on the front spar of the right wing, in accordance with the service bulletin.

(d) For airplanes identified in Boeing Service Bulletin 757-76-0005, dated May 5, 1988: Within 24 months or 6,000 flight hours after February 7, 2000, whichever occurs first, remove the engine thrust control cable breakaway stop assemblies, and replace sections of the engine thrust control cables with smaller diameter cables in accordance with the service bulletin.

(e) For airplanes identified in Boeing Service Bulletin 757-30A0018, Revision 2, dated September 9, 1999: Within 60 days after February 7, 2000, install a support bracket assembly between the window heat wire bundle and the engine thrust control cable; and adjust the wire bundle clearance, as necessary, to parallel the minimum clearance specified in Boeing Alert Service Bulletin 757-30A0018, Revision 1, dated September 17, 1998; or Boeing Service Bulletin 757-30A0018, Revision 2, dated September 9, 1999.

Alternative Method of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(h) Except as provided by paragraphs (a) and (b) of this AD, the modifications shall be done in accordance with Boeing Service Bulletin 757-76-1, dated May 18, 1984; Boeing Service Bulletin 757-76-0005, dated May 5, 1988; Boeing Alert Service Bulletin 757-30A0018, Revision 1, dated September 17, 1998; and Boeing Service Bulletin 757-30A0018, Revision 2, dated September 9, 1999. This incorporation by reference was approved previously

by the Director of the Federal Register as of February 7, 2000 (65 FR 1, January 3, 2000). Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(i) This amendment becomes effective on March 22, 2000.

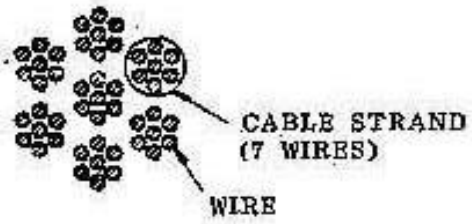
FOR FURTHER INFORMATION CONTACT:

Kathrine Rask, Aerospace Engineer, Propulsion Branch, ANM-140S, FAA, Transport Airplane Directorate, Seattle Aircraft Certification Office, 1601 Lind Avenue, SW., Renton, Washington 98055-4056; telephone (425) 227-1547; fax (425) 227-1181.

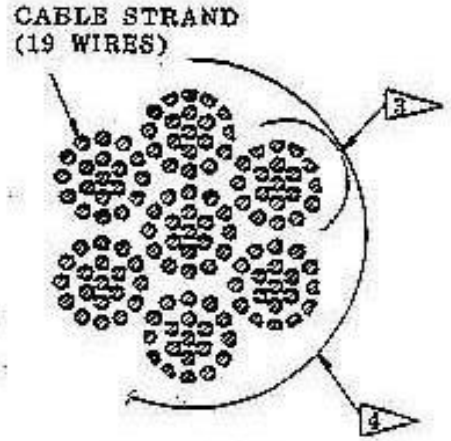
Issued in Renton, Washington, on March 1, 2000.

Donald L. Riggin, Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

FIGURE 1

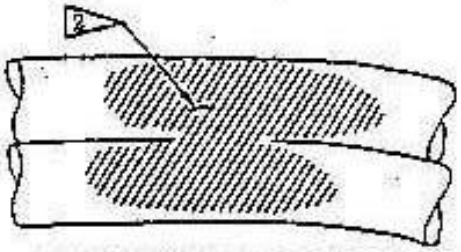


7x7 CABLE

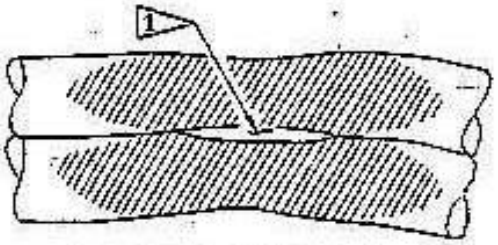


7x19 CABLE

EACH OUTER WIRE WORN
LESS THAN 50%
(WORN AREAS NOT BLENDED)



EACH OUTER WIRE WORN 40-50%
(WORN AREAS ARE BLENDED)



EACH WIRE IS WORN
MORE THAN 50%

1> SPACE BETWEEN WIRES

2> WEAR CONDITION THAT CAUSES BLENDED SURFACES BETWEEN WIRES

3> OUTER WIRE WEAR AREA ON CABLE STRAND. SPACE BETWEEN WIRES 1> OR FULLY BLENDED SURFACE 2> OVER APPROXIMATELY SIX WIRES IS AN INDICATION OF 50 PERCENT WIRE WEAR

4> CABLE WEAR CAN OCCUR ON ONE SIDE ONLY OR ON FULL CIRCUMFERENCE. CABLE WEAR CAN EXTEND ALONG THE CABLE FOR A DISTANCE EQUAL TO THE USUAL CABLE TRAVEL

AD 00-05-09

APPENDIX 1
THRUST CONTROL CABLE INSPECTION PROCEDURE

1. GENERAL

A. Clean the cables, if necessary, for the inspection, in accordance with Boeing 757 Maintenance Manual 12-21-31.

B. Use these procedures to verify the integrity of the thrust control cable system. The procedures must be performed along the entire cable run for each engine. To ensure verification of the portions of the cables which are in contact with pulleys and quadrants, the thrust control must be moved by operation of the thrust and/or the reverse thrust levers to expose those portions of the cables.

C. The first task is an inspection of the control cable wire rope. The second task is an inspection of the control cable fittings. The third task is an inspection of the pulleys.

NOTE: These three tasks may be performed concurrently at one location of the cable system on the airplane, if desired, for convenience.

2. INSPECTION OF THE CONTROL CABLE WIRE ROPE

A. Perform a detailed visual inspection to ensure that the cable does not contact parts other than pulleys, quadrants, cable seals, or grommets installed to control the cable routing. Look for evidence of contact with other parts. Correct the condition if evidence of contact is found.

NOTE: For the purposes of this procedure, a detailed visual inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

B. Perform a detailed visual inspection of the cable runs to detect incorrect routing, kinks in the wire rope, or other damage. Replace the cable assembly if:

(1) One cable strand had worn wires where one wire cross section is decreased by more than 40 percent (see Figure 1),

(2) A kink is found, or

(3) Corrosion is found.

C. Perform a detailed visual inspection of the cable: To check for broken wires, rub a cloth along the length of the cable. The cloth catches on broken wires.

(1) Replace the 7x7 cable assembly if there are two or more broken wires in 12 continuous inches of cable or there are three or more broken wires anywhere in the total cable assembly.

(2) Replace the 7x19 cable assembly if there are four or more broken wires in 12 continuous inches of cable or there are six or more broken wires anywhere in the total cable assembly.

3. INSPECTION OF THE CONTROL CABLE FITTINGS

A. Perform a detailed visual inspection to ensure that the means of locking the joints are intact (wire locking, cotter pins, turnbuckle clips, etc.). Install any missing parts.

B. Perform a detailed visual inspection of the swaged portions of swaged end fittings to detect surface cracks or corrosion. Replace the cable assembly if cracks or corrosion are found.

C. Perform a detailed visual inspection of the unswaged portion of the end fitting. Replace the cable assembly if a crack is visible, if corrosion is present, or if the end fitting is bent more than 2 degrees.

D. Perform a detailed visual inspection of the turnbuckle. Replace the turnbuckle if a crack is visible or if corrosion is present.

4. INSPECTION OF PULLEYS

A. Perform a detailed visual inspection to ensure that pulleys are free to rotate. Replace pulleys which are not free to rotate.

GENERAL ELECTRIC COMPANY
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2000-05-10 GENERAL ELECTRIC COMPANY: Amendment 39-11619. Docket 2000-NE-06-AD.

Applicability: General Electric Company (GE) GE90-85B series turbofan engines, with aft mount whiffletrees, part number (P/N) 1692M12G02, installed. These engines are installed on but not limited to Boeing 777 series airplanes.

NOTE 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent aft mount whiffletree failure, which if it occurred with other critical aft mount component failures, could possibly result in an engine mount system failure, and separation of the engine from the aircraft, accomplish the following:

New Life Limit

(a) Remove from service aft mount whiffletrees, P/N 1692M12G02, before accumulating 18,000 cycles-since-new, and replace with serviceable parts.

(b) Except for the provisions of paragraph (c) of this AD, no aft mount whiffletrees, P/N 1692M12G02, may remain in service beyond the new life limit stated in paragraph (a) of this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

NOTE 2 Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

(d) This amendment becomes effective on April 7, 2000.

FOR FURTHER INFORMATION CONTACT:
John E. Golinski, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone 781-238-7135, fax 781-238-7199.

Issued in Burlington, Massachusetts, on March 1, 2000.
Diane S. Romanosky, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.